

Intimations.

Powell's

ALEXANDRA BUILDINGS.

NOW SHOWING.

A large shipment of the latest SPRING GOODS COMPRISING:—

LACE . . .

AND

MUSLIN . .

BLOUSES . .

— COTTON —

COSTUMES .

— SUNSHADES —

TRIMMED . . .

AND

UNTRIMMED .

MILLINERY . .

FLOWERS . .

AND

FOLIAGE . .

— SEE . . . —

LARGE . . .

WINDOW . .

POWELL'S
Alexandra Buildings.

Hongkong, 30th March, 1910.

COMMERICAL

TO-DAY'S RUBBER QUOTATIONS.

The following quotations for rubber shares, by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Alta, etc.	6/6
Anglo-Malay	33/
Belgo-Malay	35/2 ss.
Batu Tiga	100/-
Buttams	9/- ex rights
Bukit Kajang	100/-
Bukit Rajahs	35/
Carey United	30/- prem.
Castlefields	100/-
Changkat Serango	32/ ss
Cleras	100/-
Damasaras	100/-
Eastern International	31/3 prem.
Fed. Selangor	330/-
Glenahly	32/ ss
Golconda	160/-
Golden Hopes	150/-
Highlands and Lowlands	152/6 ss
Indragiri	17/
Isch Kennels	315/-
Jequies	13/9
Jonglandors	20/- prem.
Kamunings	8/- prem.
Kuala Lumpur	203/6
Landrons (fully paid)	105/-
Landrons (ppd.)	112/6 prem.
Labus	150/-
Ledbury	97/6
Liggins	55/-
London Asitice	157/6
London Ventures	101/-
Merrimaus	6/9
Pajams	51/8
Pegohs	52/
Rubber Trusts	51/- prem. ex n. l.
Saggas	263/-
Sandycrofts	55/
Sekegs	37/6 prem.
Shelfords	75/-
Singapore & Johore	1000/-
Sumatra Paras	14/9
Sungel Chohs	107/6
Sungel Kapars	170/-
Spongis	40/-
Seafields	123/6 prem.
Tandjongs	8/- prem.
Tangkahs	21/- prem.
Ulu Rantus	116/- ex n. l.
United Serdangs	165/-
United Singapore	15/3
United Sumatras	15/3
United Langkats	103/6 ex rights

MYSTERY OF A MISER.

HOGGED WITH £3,000 IN THE BANK.

Mystery, and, maybe, romance, attaches to the death at the Vauxhall Rowton House yesterday of an old man, who had lived there and at other Rowton Houses for the past twenty years, reports the *Morning Leader* of 26th February. The man dressed in orthodox tramp fashion, frequently borrowed coppers from his fellow lodgers, and was supplied with food by them. Yet, when his belongings were searched yesterday, it was found that he possessed a banking account with a credit balance of several thousand pounds.

The man was known by the name of Phillips, but none of his friends knew anything about him. He looked about 73 years of age, and had lived first at Vauxhall Rowton House for three years, going thence to Whitechapel, and returning to Vauxhall two years ago.

LIVED ON 4th DAY.

"Everyone thought that he was in the most abject poverty," one who knew him stated. "He used to come to me and other people in the house for coppers, and frequently was given food by his friends. He dressed as much like a typical tramp as could be conceived. He was untidy and unkempt. What food he had he used to get at the Rowton House, for he did not go out very much, spending a good deal of time in playing chess and draughts and reading.

Rising about eight, he would spend about 15d. on breakfast. Sometimes he had soup for lunch, spending about 2d., and sometimes tea—getting a slice of bread and butter and tea for 1d. He rarely bought more than two meals a day. He did no work, and though he mixed with the others nobody can say anything about him. He never received any letters, and never said what he had been in trade.

WALLET FULL OF WEALTH.

The old man collapsed suddenly about ten o'clock yesterday morning, just after he had walked into the reading-room, and sat down on a bench near the door. He was dead when the doctor arrived, and was taken to the Lambeth mortuary.

On him, in a leather wallet, the authorities were surprised to find a half-sovereign and about a pound's worth of silver. The wallet also contained bank books one account in the Bank of England amounting to over £2,700, and the other in a penny savings bank, to about £40. From the fact that there had been periodical payments into the larger account (the latest being in September last) it is thought that he probably had other property.

REMARKABLE WILL.

When his box in the locker alley came to be searched a remarkable will was discovered. It was dated about nine years ago, and though properly drawn up, witnessed, and signed, the signature of the testator had been erased. After setting apart a certain amount to the executor, who at the time was living in a London suburb, he bequeathed the whole of his fortune to a well-known public society. The document also contained instructions about the place and manner of his burial, the miser particularly asking for a brick grave. There has also been found a letter from the executor to Phillips. Phillips regularly paid the rent of his cubicle—3s. 6d. a week—and had for practically his sole furniture a bed and a chair.

PLEA FOR THE CHINA PONIES.

SPORTSMAN'S VIEW.

"Spectator" writes in the *Bangkok Daily Mail* of 17th inst.:

During the race meeting just concluded one heard very nice things being said about the handicapping which had produced such excellent racing and such close finishes; and with all the nice things said I heartily associate myself.

But there is just one thing which may not be in the province of the handicapper, but to which I should like to draw his attention and get him to use his influence to get altered. This is the crushing weights that the China ponies have to carry for their laches.

There were nine ponies in all entered for the meeting, and in the first China pony race, without penalties, the top weight carried 11st. 4lb. and the bottom weight 10st. 6lb. Of reference to Ruffs Guide I find that during a period of 10 years the greatest weight carried by a winner of the City and Suburban Handicap at Epsom was 9 st. 4lb. in 1876 by Thunderer 6 yrs and the lowest 4 st. 12 lb. in 1882 by Butterfly 3 yrs, such great horses as Master Kildare, Sea of Clouds, Velocity and Dean Swift carrying from 9st. 10lb. to 8st. 7lb. In the Jubilee Handicap the same authority shows that, from 1872 to 1909 the highest weight carried was 10st by Misting in 1888 while such horses as Bendigo, Nunthorpe, Victor, Wild Knight of the Thistle all carried less, and Ebor who won last year carried only 7st. 7lb. Further instances can be given without end, but the question I want answered, is, why these poor little rats of China ponies are given weights which no owner in his seven senses at home would think of accepting, and no handicapper think of giving. I mean, of course, when racing in their own class. What was the basis on which these weights were ascertained?

I am aware there was a strong feeling that it was desirable that owners should have a chance of riding their own ponies, but in the strength of this desire all questions as to the ability of the ponies to carry these weights seem to have been lost sight of.

I believe originally eleven ponies were imported, and all have been on the course, but the significant fact is that, out of these, two have dropped out through going lame, or breaking down in some way in training, and I believe at this present moment, there are only four ponies fit to race, owing to breakdowns.

There is no doubt in my mind that this is entirely due to the heavy burdens the ponies have had to carry during their racing. And other ponies have developed temper and a distaste for the pastime which is hardly to be wondered at. A pony having to train for so many months in the year and make supreme efforts with crushing weights hampering his free movements, is a distaste for the game, and eventually, do his best to get out of it.

It is not my wish to find fault, Mr. Editor, but merely to direct attention to the matter if for no other purpose, than for the sake of humanity.

There is a practical side, too, to this question, and that is the one that should appeal to the powers that be. As at present arranged, the ponies start at their full weight for inches, and if they don't win the weights are gradually brought down, but the pony may break down in the first race under the present crushing weights; and the pony be unable to race with only 3st. on his back, and a great part of his owner's enjoyment is spoiled, to say nothing of his chances to win a little towards the keep of his pony—a no inconsiderable item.

Why not then bring the weights down even to the Siamese pony standard, and put on weight as the meeting progresses? An owner who has raced his pony for two days, and perhaps has had a win or two, can then, not accept a weight, he thinks may try his animal more than he cares about, or if he chooses to accept won't mind losing a race on the third day, having had his win or wins. His pony will have raced with weights that have not unduly tried him when making the supreme effort, he will enjoy the game, and good fields and no crocks will be the result.

These China ponies are not bred to race, and though they are used to carrying weight, it is at a walk, and even then they are packed, not for the easy going, but for the strenuous part such as climbing hills, etc. Even in blood horses bred to race and to the strenuous efforts of the race course, it is only in a generation or so the horse appears who can carry weight to any extent and keep on at the game and even then the weights are not in the same "street" as our weights here.

My remarks all apply of course to flat racing, and must not be misunderstood. Steeple-chasing is another thing, and governed by other conditions, and my only desire is to see the lot of the Chinese racing pony in Bangkok ameliorated to some extent, if not for the sake of racing then in the name of humanity, and I hope something will be done by those in authority in racing circles in this direction before next December.

NOTICE.

MR. LI HON FAN, a Chinese graduate in law, in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of teaching Europeans to pass in the Chinese examination, and is possessed of a first-rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language, are requested to "write" care of "Hingwah" Telephone Office, "or" direct to 37, Hollywood Road, and Room.

Hongkong, 3rd January 1910.

Intimations.

YOU WILL NOT

be deceived. That there are cheats and frauds in plenty everybody knows, but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and deluded; especially are they slow to place confidence in published statements of the merits of medicines. The remedy known as

WAMPOL'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be to plain to everybody. It is beyond price in Anemia, Insomnia, Weakness and lack of Nervous Tone, Poor Digestion, Wasting Diseases, La Grippe, Lung Troubles and Blood Impurities. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dalfé, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is limited. Sold by chemists throughout the world.

FRENCH STORE.

NOTICE.

We beg to inform our numerous customers and the public in general that we have been appointed Agent for the "CREME SIMON" and all Simon's Produces for Toilet Requisites, Perfumery, Powder, Soap, etc.

INSPECTION SOLICITED.

Hongkong, 21st January, 1910.

E. B. R.

SANITARY BOARD OFFICE, HONGKONG.

TO THE

OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS AND VENTILATION BYE-LAWS (as amended), every Domestic Building or part of such Building within the WESTERN Division of the City of Victoria, occupied by Members of more than one family, except those within the European Reservation or those parts of a Domestic Building used as a Shop, Office or Godown, must be CLEANSED and LIMED-WASHED THROUGHOUT by the owners during the months of February and March.

N.B.—The word "Throughout" used in this notice means that the Houses should be lime-washed in respect of all the Walls of each Room, all Cubicle Partitions, Stair Casings and Stair Linings, all Ceilings and the Under-sides of Roofs in Main Buildings, Offices and Servants' Quarters and inclusive of Verandahs.

The Backyard must have its containing Walls Lime-washed up to the level of the first floor.

Carved, Painted or Polished Woodwork in good condition, however, need not be Lime-washed, but must be Cleaned.

The Western Division of the City lies to the West of BANK LANE and Livery Street.

The Government Lime-washing Contractor is prepared to cleanse and Lime-wash Floors at the rate of 5/- per floor on application being made to the Secretary of the Sanitary Board.

W. BOWEN-ROWLANDS, Secretary.

Dated this 1st day of March, 1910.

"SO LIGNUM."

A PERFECT preservative stain for Wood, Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, it may be seen from the testimonials of the Governments of India, the Sudan, &c.

In Drums and Barrels of various colours.

Prospectus and all further information from

SIEMSEN & CO.,

(Machinery Dept.) Hongkong.

Sole Agents.

Hongkong, 7th December, 1909.

Public Companies

UNION INSURANCE SOCIETY OF GANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIRTY-SEVENTH ORDINARY YEARLY MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, for the purpose of receiving the Report of the Directors together with the Statement of Account to 31st December, 1909, and of declaring Dividends, &c.

The TRANSFER BOOKS of the Society will be CLOSED from 3rd April to the 13th April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE, Secretary.

Hongkong, 23rd March, 1910.

CHINA TRADER'S INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the FORTY-FOURTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, No. 2 Queen's Buildings, Hongkong, on WEDNESDAY, the 13th April, 1910, at 12.30 P.M., for the purpose of receiving the Report of the Directors, together with the Statement of Account to 31st December, 1909, and of declaring dividends, &c.

The TRANSFER BOOKS of the Company will be CLOSED from 3rd April to the 13th April, both days inclusive.

By Order of the Board,
C. MONTAGUE EDE, Secretary.

Hongkong, 13th March, 1910.

Notices of Firms.

NOTICE.

THE Partnership between MOHIDEEN and THAHA has been DISSOLVED by mutual consent as from this date, and in future the business hitherto conducted under the firm name of Mohideen and Thaha will be carried on as

MOHIDEEN & CO.,
Jewellers,
Dealers in Ceylon Precious Stones,
No. 2, D'Almeida Street,
Hongkong, 26th March, 1910.

CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Réunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. P. A. LAPICQUE & CO. (Queen's Building No. 4).

CHARGEURS REUNIS,
P. A. LAPICQUE & CO.,
Agents.

Hongkong, 29th December, 1909.

Consignees.

S.S. "OCEANIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex S.S. *Charante* and *Medos*, from Havre ex S.S. *Charante*, and from Bordeaux ex S.S. *Ville d'Arras*, in connection with above Steamer are hereby informed that their Goods, with the exception of Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriting, Goods remained unclaimed after the 4th April, at Noon, will be subject to rent and landing charges.

All claims must be sent in, to me on or before the 5th April, or they will not be recognized.

All damaged packages will be examined on MONDAY, 4th April, 1910, at 3 P.M.

No Fire Insurance has been effected.

P. T. THOMAS, Agent.

Hongkong, 26th March, 1910.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th of March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th of March, at 9.30 A.M.

All Claims must reach us before the 4th of April, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Underwriting.

THIS STEAMER BRINGS CARGO Ex S.S. *Crisfil* from Rio de Janeiro.

Thapsa from Smyrna.

Feldmanah from Zanzibar.

NORDDEUTSCHER LLOYD.

MEIJSERS & CO., General Agents.

Hongkong, 24th March, 1910.

Consignees.

FROM EUROPE.

THE H. A. L. Steamship

"ALEXIA." Captain Habel, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriting.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th instant, at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 25th March, 1910.

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUZ AND STRAITS.

THE F. & O. S. N. Co's Steamer

"SARDINIA."

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 8 hours.

Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 25th March, 1910.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ERROLL."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th prox. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriting on or before the 25th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st prox., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 26th March, 1910.

Intimations

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG,

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S PATENT GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT

DAIMLER'S PATENT MOTOR LAUNCHES,

etc., etc

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER

MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND
REFRESHING.

Watson's

FRUIT SYRUPS.

mixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.A. S. WATSON & CO.,
LIMITED.

Hongkong, 21st March, 1910.

MARRIAGE.

WOLFE-CHATHAM.—On 31st March, 1910, at St. John's Cathedral, by the Right Revd. the Bishop of Victoria, assisted by the Revd. F. T. Johnson, EDWARD DUNLYN CORSEDALE, son of the late Thomas Wolfe, Esq., of Birkenhead, to AGNES CATHERINE, only daughter of the Hon. Mr. W. Chatham, C.M.G., Director of Public Works, Hongkong.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 31, 1910.

HONGKONG UNIVERSITY.

Our readers will endorse in its entirety the following appreciative article which appears in the leader columns of the *Singapore Free Press* of the 24th March:—In the history of Hongkong, our northern neighbour, there have been many outstanding incidents that have marked the march of that Colony along the path of progress and prosperity which the enterprise, the energy, and the public spirit of her inhabitants have done so much to promote. But it must be acknowledged without any hesitation that no event in the annals of Hongkong is to be so intimately associated in the future with the loftier and more intellectual life of that great centre of British influence than the incident of the laying of the foundation stone of the Hongkong University by H. E. the Governor, Sir Frederick Lugard. It is not less than the dawning of a new era for Hongkong. As a wonderful focus for mercantile enterprise, as one of the greatest resorts of shipping in the world, Hongkong has long held that pre-eminent place that she has so well merited. But when the new University, the first stone of which was laid on March 16th, comes in due course of time to the full vigour of its beneficent activity, Hongkong will have become an intellectual and educational Mecca for the higher training, in various directions, of students not only from that Colony, but from the whole expanse of Southern China, and from all the other regions where, around the China seas, Chinese communities have settled. It is just over a year ago that this splendid project was noticed in these columns with all the appreciation we could bestow. It was primarily to the munificence of Mr. Mody, a large-minded and generous-hearted Patriotic citizen of Hongkong, that the dream of a University for Hongkong became a reasonable possibility. Mr. Mody undertook to provide, from his own resources, whatever buildings were necessary for the University, whatever the cost. "Well

known," is proverbially, "half done." It was always the first step that counts, and when Mr. Mody so magnificently disposed of all the initial material difficulties, there at once ensued a public-spirited rally of all that was of the best in Hongkong to grapple with the question of the endowment that was the necessary sequel to Mr. Mody's noble benefaction. As we remarked in connection with the meeting held over a year ago at Government House, Hongkong, to discuss the ways and means of raising funds for the future maintenance of the University, and for the providing of all those extensions that would become necessary as time went on, "Endowment begets endowment, public spirit and generosity form a strong and beneficent precedent, and the future may bring forth worthy benefactors to emulate Mr. Mody." And so it proved with regard to the creation of the initial endowment fund for the maintenance of the Hongkong University. Both Mr. Mody and Sir Frederick Lugard bore glad testimony to the thorough going sympathy and practical support that was instantly forthcoming from all classes of the community when once the endowment fund was formally opened to public subscription. The Chinese, who are never backward when projects of genuine public utility are proposed, accorded the endowment fund a healthy and general support. Nor were the European firms awaiting in public spirit in their generous contributions to the endowment. Still there was a long way to go, for it is a difficult thing for one generation to find the capital whose interest all posterity has the privilege of enjoying. All doubts were however dissipated when the great shipping house of Butterfield & Swire came forward with the royal donation of £40,000. With that enthusiasm grew and help followed in generous measure. The contribution of £20,000 by the Viceroy of Canton, H.E. Chan Jen Chen, not only showed that the utility of the future University was thoroughly appreciated in South China, but that the scheme had the entire goodwill of the Imperial Government of China. Sir Frederick Lugard, in that portion of his address that dealt with the enumeration of the benefactions, did not forget to include what he termed the "princely gifts of great generosity" by the Hongkong and Shanghai Bank, Messrs. Jardine, Matheson and Co., and others. Rarely could a parallel be found to a great conception driven through with such unanimous public spirit and such unity of co-operation as has been exhibited in the institution of the idea of the endowment. On this point we ventured to suggest that the Hongkong Government, with an eye that the future might endow the University with Crown land in the New Territory, which by that process of unearched increment that a growing settlement would ensure, might place the University, a century hence, or even far less than that, in the possession of annual revenues that might go far to enhance the efficiency of that great educational centre. When Mr. Mody, at the ceremony of the laying of the foundation stone, rose to explain how it was that he came to think of founding the new University for Hongkong he used words that were pathetic. He resolved that it was his duty to see that others had the advantages he himself never possessed. It is impossible to read his words without a deep sympathy and an admiration for that generosity of soul that measured his own munificence by the consciousness of what was denied to him in his earlier days. He said:—As a young man, the advantages of education were unfortunately put within my reach, and I have to-day at my advanced age to confess myself "no scholar"; throughout my long life I have daily realised that I have missed for want of a sound education, and it was with the idea of in some measure providing for others what I was myself denied, that I determined to offer to erect at my own cost a building which bring within their reach those educational advantages, which I have myself so greatly missed; and I may say that I was much encouraged thereto by a conversation I held one day on the subject, with one whose absence from among us to-day no one deploras more than myself, sure though I am that though absent in person, she is with us this day in spirit. I refer to Lady Lugard, herself a keen educationalist, who took great interest in my scheme, and who before leaving Hongkong expressed to me the assurance that it would arrive at a successful issue, and the hope that Sir Frederick Lugard would before his departure on leave, lay, as he is now about to do, the foundation stone of this University. No part of a ceremony so pregnant with the future higher life of Hongkong was so grateful to the brilliant audience that attended this historical ceremony, as the announcement made towards the close by H. E. the Governor of Hongkong that His Majesty had been graciously pleased to confer upon Mr. Mody the honour of Knight Bachelor. It will be the universal wish not only in Hongkong, but wherever his munificence is known, that Sir Horatio Mody may long be spared to see the University flourish to him its existence increase yearly in usefulness and in renown.

LOCAL AND GENERAL.

LIEUT. J. C. REES of the H.K.V.C. is granted leave of absence for 20 months with effect from the 18th inst.

SERGEANT V. SORBY is granted leave of absence from the H.K.V.C. for 6 months with effect from the 2nd April.

HEAVY RAINS of late at Ayer Kuning, Selama and Trong have inundated acres of teppable rubber and the main roads.

OFFICER H. G. PEPPER having left the Colony without leave is struck off the strength of the Hongkong Volunteer Corps.

CAPTAIN C. R. F. SEYMOUR, 13th Rajputa, Hongkong, has been nominated for admission to the Indian Staff College.

THE CHINA BOILER CO., LTD., have been admitted members of the Chamber of Commerce subject to the usual confirmation at the next annual meeting.

THE ICE-BREAKERS which are to be employed in exploration work in the Russian Arctic Sea have passed the Suez Canal and are due in Hongkong shortly.

PRINCE CHING, it is reported, has given orders that he will accept no presents on his coming birthday on April 9, neither will he receive calls, so as not to create further adverse criticisms.

OUR CANAL CORRESPONDENT writes:—The Provisional Educational Commissioner has issued a proclamation warning students of all schools and colleges in Canton against smoking cigarettes.

MESSRS. SHEWAN TOMES & CO., agents, Yangtze Insurance Association, Ltd., have received a cable from Shanghai advising that the directors will recommend at the coming general meeting a dividend of twenty-five per cent.

SUB-LIEUT. F. H. TURNER has been appointed to the despatch vessel *Alacrity*, China Squadron, for duty from 6th inst. Sub-Lieut. Turner has spent since January, 1905, in the navy, and the *Alacrity* is his first ship on foreign station.

A COOK in the employ of a tailor's establishment was awarded two months' hard labour at the Magistracy this morning for stabbing one of the *fohis* in the side. The victim of the assault had to remain in hospital for some time as a result of his injuries.

AN INDIAN POLICE-SERGEANT charged a hawker in the Magistracy this morning with obstruction and a fine of \$1 was imposed. A further charge of trying to bribe the sergeant was also preferred against the man and he was fined \$10. The sum he offered the policeman was \$1.

SIR EDWARD GREY, Secretary of State for Foreign Affairs, replying in the House of Commons to Sir William Bull, Unionist Member for Hamersmith, said that the Government had no information regarding a reported railway agreement between Mongolia and Russia.

THE DEATH is announced of Capt. Reginald, Yorks. Herts. (formerly Smith), R.N., C.M.G. As a lieutenant he was appointed to the *Dartmouth* in China, in 1881, and from that time until his retirement as commander in 1893 he was almost continuously serving abroad, chiefly on the China and Mediterranean Stations.

NYANATI CHA BIKKHU, a Buddhist monk of German nationality, is reported to have established his self among the mountains near Lugan, Italy, his object being to found a Buddhist monastery where European Buddhists may assemble, and to carry on missionary work by means of lectures and translations of the sacred books.

AT THE LAST committee meeting of the Chamber of Commerce, the Chairman read a letter from Mr. H. E. Tremains resigning his seat owing to his near departure for home, and it was decided to send a letter of thanks to Mr. Tomkins for his services on the committee for the past nine years. The question of the appointment of a member to the vacant seat was left over to the next meeting.

THE COLLECTION of *Likis* dues throughout the whole province of Kwangtung on goods exported and imported during the half year from the beginning of the 7th moon to the end of the 12th moon of last Chinese year, as reported by the *Likis* officials to the Viceroy, amounted to two million three hundred and twenty-four thousand eight hundred and sixty-five taels, which figure shows an increase of almost half a million taels as compared with the amount collected in the preceding half year.

CHANDU BRIZORE.

VALUABLE HAUL ON THE STEAMER "HONG BEI."

Mr. Howard, chief of the chandu preventive service, and a corps of assistants, made a valuable haul on Messrs. Wee Bin and Co's steamer *Hong Bei*, at 4 p.m. yesterday, reports the *Straits Times* of 23rd March, the total value of the contraband discovered being several thousands of dollars. Concealed behind one of the water tanks, the revenue officers found no less than 310 lbs of China chandu, worth over a thousand dollars, 440 half-ounce bottles of cocaine, "made in Germany," worth more than the chandu and 225 packets of morphia, also of considerable value.

Though the *Hong Bei* was allowed to proceed on to Penang, last night, it is the intention of the Government to proceed against both the captain and the owners of the steamer and if the charge should be proved, the fine should be a record one in view of the great value of the goods seized.

The price of opium has gone up 66 per cent. in the past few months, and it is said to be probable that Government will find it necessary in the near future to increase further the price of prepared chandu, which is now being sold at thirty cents per tabit more than the recent farm charged and is very nearly worth its weight in gold.

FASHIONABLE WEDDING IN HONGKONG.

WOLFE-CHATHAM.

A very pretty wedding was solemnized at St. John's Cathedral this afternoon, when Mr. Edward Dudley Corse Dale, son of the late Mr. Thomas Wolfe, of Birkenhead, Cheshire, was united in marriage to Miss Agnes Catherine Chatham, only daughter of Hon. Mr. W. Chatham, C.M.G., Director of Public Works. In spite of the dull, muggy weather, there was a large attendance of friends and acquaintances to witness the ceremony and included His Excellency the Governor, The Rt. Rev. the Bishop of Victoria, the officiating clergyman and his Lordship was assisted in his duties by the Rev. F. T. Johnson, Senior Chaplain. The bride, who was given away by her father, looked charming in an ivory satin gown with swathed bodice, trimmed with white flowers. The bridesmaids were the Misses Ethel and Gaelic Hutton Potts and Miss Angel Ormiston and were attired in dresses of ivory white silk Etonne, trimmed with silk lace. The Misses Potts wore white chip straw hats trimmed with green ribbon and pink roses, while Miss Ormiston wore a small bonnet trimmed with pink roses. All the bridesmaids carried bouquets of pink roses. Mr. R. O. Hutchinson acted as "best man." The service was fully choral and included the hymn "O Perfect Love" and the Wedding March from Mendelssohn. Mr. Denman Fuller presided at the organ. H. E. the Governor signed the register in this happy occasion.

After the ceremony, a reception was held at "Inverdruid," Barker Road, the residence of the bride's father, where H. E. the Governor, proposed the health of the newly-married couple. The toast was heartily responded to.

The bride's going-away dress was a Vivian Rose cloth costume with hat to match. The honeymoon will be spent in Japan.

AMATEUR BILLIARDS.

DEFEAT OF HONGKONG CHAMPION.

The competition for the Billiard Association Amateur Championship has been proceeding this week at Glasgow, says the *L. & G. Express*. A great crowd watched the second and concluding heat in the first round, which resulted in the defeat of the Hongkong amateur, Mr. E. H. Hinds (winner of the London qualifying competition) by Mr. R. Blair (Scottish champion). Major Fleming, the holder, who was present, displayed great interest in the proceedings. Mr. Hinds started off well, but subsequently experienced very bad luck in the run of the ball. The Scottish champion played the interval 39 in front. On an opening Mr. Hinds registered 25, supplementing this with 24, 31, 11, and 18, to 14, 16 (twice), and 13 by Mr. Blair. Following some slow play Mr. Hinds knocked together 30 and 20, causing the scores to be called 212-118 in his favour. From this the Scottish champion, compiling 50, 32, 27 (twice), 28, and 21 to his opponent's 24 and 15, went ahead, leading 10 to 8 minutes at 350 to 250. Eventually the London representative played well, compiling successive breaks of 24, 30, 17 (twice), 25, and 35, Mr. Blair replying with 16 and 43. After this Mr. Hinds contributed a pretty 63 before falling at an ordinary low white. Shortly afterwards Mr. Blair brought about the adjustment, the interval scores being: Mr. Blair (in play), 502; Mr. Hinds, 463. At night Blair made big breaks of 34, 47, and 53, and Hinds of 59, 54, and 36 (twice). Final scores: Blair 1,000; Hinds 945. Blair was subsequently beaten by Thomas (Wales) by one point only.

LIGHT ON KAPING ISLAND.

BEACON ORDERED FROM ENGLAND.

The Secretary of the Chamber of Commerce, upon receipt of an inquiry from the Steamboat Co., on the above subject, addressed the Government as under:—

Hongkong, Chamber of Commerce, 28th January, 1910.

Sir,—I am directed to refer you to the correspondence which took place in the spring of last year between the Government and the Chamber relative to a petition of matters of river and coasting steamers for the establishment of a light on Kaping Island.

An inquiry has been received by my committee on this subject, and to enable them to reply thereto, I am desired to ask you to be so good as to inform them what steps are being taken, or have been taken, by the Government to fill a long-felt want of the seafaring community.—I am, &c.,

(Sgd.), E. A. M. WILLIAMS,
Secretary.

Hon. Sir Henry May, C.M.G.,
Colonial Secretary.

Reply from Government:—

Colonial Secretary's Office,
1st February, 1910.

Sir,—In reply to your letter of the 25th ultimo, I am directed to inform you that an indent was forwarded by this Government to the Crown Agents on the 12th ultimo for an automatic acetylene gas beacon with explosive fog-signal bell, which it is proposed to install on Kaping Island for the better lighting of the *Captain's Pass*. The light is to be of the 6th order, bright, flashing and visible for 5 miles on a clear night.—I am, &c.,

(Sgd.), F. H. MAY,
Colonial Secretary.

The Secretary,
Chamber of Commerce.

THE HASTINGS CASE.

HARDY ASSERTIONS OF A CHINESE WITNESS.

Before Hon. Mr. W. Rees-Davies, K.C., Acting Chief Justice, and a special jury at the Criminal Sessions this morning, the case was continued in which Lam Fok Oh is indicted on three counts, which are as follows:—(1) Conspiring with others with intent to defraud any person willing to lend money; (2) conspiring with others with intent to defraud Mr. John Hastings, solicitor; and (3) obtaining from Mr. John Hastings two cheques for \$9,000 and \$15,000 odd, respectively, by means of certain false pretences, to wit, the production of a forged Crown Lease. Mr. M. W. Slade, K.C., instructed by Mr. F. B. L. Bowley, Crown Solicitor, prosecuted, and Mr. C. G. Alabaster, instructed by Mr. W. E. L. Shenton, of Messrs. Deacon, Looker and Deacon, appeared for the defendant.

The following were the jury:—Messrs. C. G. Gok (foreman), L. Gibbs, G. F. G. Grimble, C. Montague Ede, J. T. Douglas, A. C. D. Gordin and H. Pinckney.

An assistant sheriff of the Netherlands Bank spoke to the prisoner's having deposited the sum of \$7,000 at the Bank on the 10th September last. Asked whether he knew the prisoner, witness stated that he knew him by sight. On being asked whether he could recognise him in the Court-room, witness pointed out to the prisoner, who he said somewhat resembled the man who had deposited the money. The latter looked fatter in the face but still there was a resemblance between the two men. He could not say as far as his knowledge went whether the two men were identical or not.

Mr. Slade—My Lord, under the circumstances, I ask to be allowed to put in certain statements made by the witness in the course of his cross-examination in the Police Court.

Mr. Alabaster—I object.

Mr. Slade—I am merely waiting to hear what his Lordship has to say.

Mr. Alabaster—I have a right to object.

Mr. Slade—Certainly I am not going to prevent you from speaking.

Proceeding, Mr. Slade stated that under the circumstances the Court could treat the witness as hostile.

His Lordship—I don't think so.

Mr. Slade—As your Lordship pleases. I only thought that under the circumstances the witness could be treated as hostile.

Further cross-examination, witness said that it seemed to him that it was a woman who handed over the money. He could not be certain of this and neither of the exact amount of the sum. The money consisted of a few thousand dollars.

Mr. Slade—Do you know defendant's name?

Mr. Alabaster—I object.

The Chief Justice (To witness)—Do you know his name?

Witness—I don't even know where he comes from. I don't know his name except from the book and on the cheque.

Another Chinese witness gave evidence with regard to the matter without being cross-examined with the prisoner.

Mr. Slade—Do you know his name?

Witness—No. He is a down-right swindler (laughter).

Mr. Alabaster—My Lord, I don't think my friend is entitled to elicit replies from the witness damaging to the character of the man.

Mr. Slade—I asked witness if he knew the man's name and I got the most unexpected answer.

Mr. Alabaster—It should not have been allowed.

His Lordship—What can I do? The jury have heard it and I cannot recall the statement. I should certainly have stopped it had I known it.

Mr. Slade—If I knew that witness was going to make the statement, I should certainly have stopped it.

His Lordship—I don't suppose Mr. Slade has any evil intentions.

Mr. Alabaster—I agree with your Lordship.

His Lordship—The evidence has been put before the jury but I don't think they will believe it (laughter).

Mr. Alabaster—I don't suppose they will.

Mr. Slade (To witness)—Do you know if he had any property?

Mr. Alabaster—It's perilously near the same thing.

Mr. Slade—I am entitled to ask the question.

Mr. Alabaster—There's a certain object.

Mr. Alabaster—And for that reason should be inadmissible.

Mr. Slade—I am entitled to put the question to the witness.

Mr. Alabaster—It's coming very, very near the line.

His Lordship (To the Court interpreter)—Tell the witness to answer "Yes" or "No."

Witness—No.

Further evidence having been taken, the case was adjourned.

IMPERIAL EMPIRE EXHIBITION.

CHINESE CO-OPERATION INVITED.

The Colonial Secretary has transmitted for the consideration of the committee of the Chamber of Commerce a prospectus concerning a proposed Imperial Empire Exhibition in 1913 and inquired whether it was the opinion of the committee that this Colony should participate in the exhibition.

It was decided by the Chamber to ask the Government to draw the attention of Chinese honours, dealing in local manufactures and exports to the exhibition.

The British Museum has acquired, says the *Birmingham Post*, the wonderful collection of Chinese drawings formed by Mrs. Wegener during her stay in China for the past ten years. It is said to be by far the finest collection of the kind in existence, the date of the drawings ranging from the year 700 of our era to about 1850.

HOW HOW CONSPIRACY SCHEME.

SUGGESTION OF HONGKONG SHIPPING FIRMS.

The following correspondence was considered at the monthly meeting of the committee of the Chamber of Commerce held on 28th inst.:

Hongkong Chamber of Commerce, 2nd February, 1910.

Your Excellency—I have the honour to enclose a copy of a letter jointly signed by Messrs. Butterfield & Swire and Mr. A. R. Marty relative to a proposed improvement of the port of Hoihow.

My committee consider that an improvement is eminently desirable and it would seem that the scheme has been sympathetically received by the Chinese Imperial Government who have already provided funds for a preliminary survey.

I am directed to lay the matter before Your Excellency in the hope that you may use your valuable influence towards the commencement of the work at the earliest possible moment.—I have &c.,

(Sgd.) E. A. M. WILLIAMS,
Secretary.

His Excellency Sir John Jordan, K.C.M.G.,
H. M.'s Envoy Extraordinary and Minister Plenipotentiary,
Peking.

Letter from Messrs. Butterfield & Swire—
Hongkong, 4th January, 1910.

Sir,—We beg to bring to your notice a scheme which is now on foot for improving the port of Hoihow, in the island of Hainan.

As you are doubtless aware, lack of water prevents the close approach of steamers to the port, and for the same reason, cargo boats are not able to go out to steamers at all states of the tide. In addition, with steamers lying, as they are compelled to, some 2 miles off the port, work has to be suspended entirely during anything approaching rough weather and the consequent delay is very serious.

Mr. G. W. Pearson, H.B.M.'s Consul at Hoihow, and the Collector of Customs there, Mr. Cross, are interesting themselves in a scheme for improving the port, and after considerable difficulty succeeded in obtaining a money grant from the Chinese Government for purposes of survey work. The services of an experienced engineering firm in Hongkong were engaged and two engineers were sent down to carry out the survey, which appears to have been very thoroughly done.

Two schemes were suggested, the estimated cost of one being about seven million dollars and the alternative scheme some six hundred thousand dollars.

The larger scheme appears to be far too ambitious and has practically been abandoned, and the question of ways and means for adopting the second scheme, which would improve the port sufficiently for the purposes of the present trade, is now under consideration.

We, shipowners trading to and from Hoihow, are willing to assist the scheme by paying any licence and port dues, in reason, which the authorities may see fit to levy on shipping, and the Hoihow merchants, realising that the present state of their port is an obstacle to the increase of trade, are willing, we understand, to contribute to the funds for the improvement of the harbour by paying a surtax on their cargo, but it will also be necessary for the Chinese Government to contribute something, and advance the requisite funds for putting the work in hand.

As great difficulty is being experienced in getting the Chinese officials in the South to move further in the matter, we beg to request you to lay the above information before your committee with a request that they may communicate with Sir John Jordan, H.B.M.'s Minister in Peking, recommending that he should use his valuable influence to obtain the necessary funds from the Chinese Government as well as their sanction for the commencement of the work with as little delay as possible.—We have &c.,

(Sgd.) BUTTERFIELD & SWIRE,
Agents.

China Navigation Company Limited.
(Sgd.) A. R. MARTY.

E. A. M. WILLIAMS, Esq.,
Secretary.

Hongkong Chamber of Commerce,
President.

Letter to Messrs. Butterfield & Swire—
Hongkong Chamber of Commerce,
3rd February, 1910.

Sir,—With reference to your letter of 4th January, 1910, relative to the above scheme, I take pleasure in enclosing for your information, a copy of a letter addressed by the Chamber to Sir John Jordan, H.B.M.'s Minister at Peking.—I have &c.,

(Sgd.) E. A. M. WILLIAMS,
Secretary.

Messrs. Butterfield & Swire,
Present.

A similar letter was forwarded to Mr. A. R. Marty.

Reply from H.B.M.'s Minister at Peking—
British Legation,
Peking, February 10, 1910.

Sir,—I have to acknowledge the receipt of your letter of the 2nd instant in which your Chamber urged the advisability of work being commenced at the earliest possible moment upon the improvement of the port of Hoihow.

I have requested His Majesty's Consul at Kiangchow to furnish me with a report upon the present position with regard to this question, and meanwhile I would assure you that the matter is one which will receive my careful consideration.—I am, &c.,

(Sgd.) W. G. MAX MULLER,
Secretary.

The Secretary,
Hongkong General Chamber of Commerce.

The Chairman said that so far the matter had progressed satisfactorily.

THE FORTIFIED MAILY STREET BRIDGE, which was begun in 1898, is now nearly finished. The last of the London Corporation's work on the bridge was done by the Italian (AMERICAN) firm of M. S. S. who should say "T. T. P. & W. C. S."

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

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"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

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Connecting with Royal Mail Atlantic Steamers.

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"EMPRESS OF CHINA" SATURDAY, APRIL 30th.	"EMPRESS OF IRELAND" FRIDAY, MAY 20th.
"EMPRESS OF INDIA" SATURDAY, MAY 14th.	"ALLAN LINE" FRIDAY, JUNE 10th.
"MONTEAGLE" TUESDAY, MAY 24th.	"EMPRESS OF BRITAIN" FRIDAY, JULY 1st.
"EMPRESS OF JAPAN" SATURDAY, JUNE 4th.	"ALLAN LINE" FRIDAY, JULY 1st.
"EMPRESS OF CHINA" SATURDAY, JUNE 18th.	"EMPRESS OF IRELAND" FRIDAY, JULY 22nd.
"EMPRESS OF INDIA" SATURDAY, JULY 2nd.	"ALLAN LINE" FRIDAY, AUGUST 12th.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line). Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

M. W. GRADDOCK, General Traffic Agent,

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INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.)

For	Steamship	On
SHANGHAI via SWATOW	"WINGSANG"	FRIDAY, 1st April, Noon.
MANILA	"LOONGSANG"	FRIDAY, 1st April, 4 P.M.
SHANGHAI via SWATOW	"HANGSANG"	SUNDAY, 3rd April, Daylight.
S'GAPORE, PENANG & CALCUTTA	"KUMSANG"	MONDAY, 4th April, Noon.
SHANGHAI	"CHOVSANG"	MONDAY, 4th April, 4 P.M.
S'GAPORE, PENANG & CALCUTTA	"KUMSANG"	FRIDAY, 8th April, Noon.
MANILA	"YUENSANG"	FRIDAY, 8th April, 4 P.M.

RETURN TOURS TO JAPAN (Occupying 24 Days).

The steamers *Kaitang, Namang* and *Fookang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.,

Telephone No. 215, Hongkong, 31st March, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS	TO SAIL
HOIHOW & HAIPHONG	"SINGAN"	1st April, 10 A.M.
TIENSIN	"KUIOROW"	2nd " 4 P.M.
AMOY, OEBU & ILOILO	"KAIFONG"	2nd " 4 P.M.
SHANGHAI	"LINAN"	3rd " Daylight.
TSINGTAI, WEIHAIWEI, CHEFOO and NEWCHOWANG	"SZ JOHURN"	4th " 4 P.M.
MANILA	"TAMING"	5th " 3 P.M.
SHANGHAI	"ANHUI"	7th " 3 P.M.
SHANGHAI	"QINSHU"	10th " Daylight.
MANILA	"TEAH"	12th " 3 P.M.
MANILA, ZAMBOANGA & AUSTRALIA	"TAIYUAN"	21st " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

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AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED

FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA, TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui, Chiman, Linan, Chinghsu*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

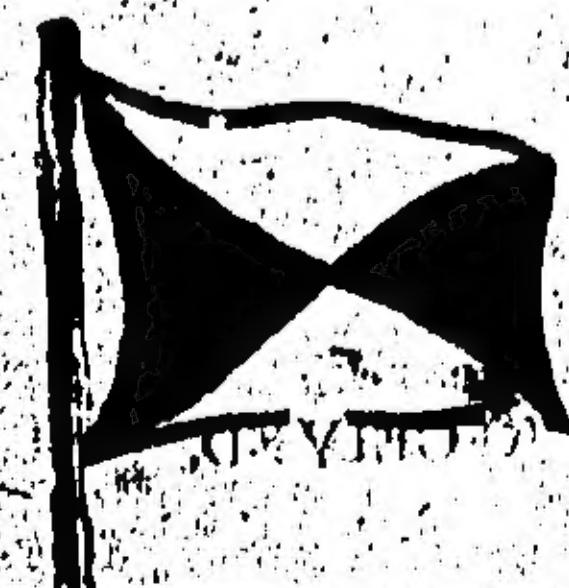
N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Telephone No. 10, Hongkong, 31st March, 1910.



HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ROBI	2540	A. Fraser	MANILA	SATURDAY, 2nd April, at Noon.
AYIRO	2530	R. Rodgers	MANILA	SATURDAY, 9th April, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.,

Hongkong, 31st March, 1910.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"FLINTSHIRE."

Captain G. O. Cundy, will be despatched as above about 6th April.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 28th March, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE."

Captain H. O. Norris, will be despatched as above on 31st April.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 2nd March, 1910.

OSAKA SHOSEN KAISHA.



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For	Steamers	G. Tonnage	Leaves
TACOMA via MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Saito	6,182	WEDNESDAY, 20th April, at Noon.
Do.	"CHICAGO MARU" Capt. I. Goto	6,182	WEDNESDAY, 18th May, at Noon.

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For	Steamers	Leaves
TAMSUI & SWATOW & AMOY.	"DAIJIN MARU" Capt. Y. Kaburaki	SUNDAY, 3rd April, at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOCHOW.	"CHOSHUN MARU" Capt. T. Suruga	THURSDAY, 7th April, at 8 A.M.
ANPING via SWATOW and AMOY.	"SOSHU MARU" Capt. Y. Yamamoto	WEDNESDAY, 13th April, at 10 A.M.

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Hongkong, 31st March, 1910.

NIPPON YUSEN KAISHA



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PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	SAILING DATES, 1909
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"MIYASAKI MARU" Capt. T. Murai, Tons 9200 "KITANO MARU" Capt. F. K. Cope, Tons 9000 "IYO MARU" Capt. T. L. Harrison, Tons 7000	WEDNESDAY, 13th April, at Daylight. WEDNESDAY, 27th April, at Daylight. WEDNESDAY, 11th May, at Daylight.

VICTORIA, B.C., & SEATTLE { "KAMAKURA MARU" Capt. K. Kori, Tons 6500 } SATURDAY, 3rd April, From KOBE.

VICTORIA, B.C., & SEATTLE { "INABA MARU" Capt. K. Kawara, Tons 7000 } TUESDAY, 26th April, Noon.
Kobe, YOKKAICHI and YOKOHAMA { "TAMBA MARU" Capt. K. Sato, Tons 7000 } TUESDAY, 24th May, at Noon.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY, { "YAWATA MARU" Capt. T. Sekine, Tons 5000 } FRIDAY, 15th April, at Noon.
ISLAND, TOWNSVILLE, { "NIKKO MARU" Capt. M. Yagi, Tons 6000 } FRIDAY, 15th May, at Noon.
AND BRISBANE

BOMBAY, via SINGAPORE { "TOSA MARU" Capt. Y. Nomura, Tons 6000 } TUESDAY, 5th April, at Noon.

SHANGHAI AND KOBE { "BOMBAY MARU" Capt. T. Tanaka, Tons 5000 } TUESDAY, 12th April, at Noon.

NAGASAKI, KOBE and YOKOHAMA { "NIKKO MARU" Capt. M. Yagi, Tons 6000 } WEDNESDAY, 13th April, at Noon.

Kobe and YOKOHAMA { "SADO MARU" Capt. S. Honda, Tons 7000 } FRIDAY, 15th April, at 4 P.M.

Fitted with new system of wireless telegraphy. Cargo only. Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chamber Road.

T. KUSUMOTO, Manager.

Shipping—Steamers.

JAVA-ASIATIC S.S. CO.

FOR SAN FRANCISCO.

(Taking through Cingo to Los Angeles).

THE Steamship

"STRATHSPEY"

will be despatched for the above Port on or about the 2nd April.

For Freight and further information, apply to—

SHEWAN, TOMES & CO., Agents.

Hongkong, 22nd March, 1910.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN"

Captain McArthur, will be despatched as above on WEDNESDAY, the 6th April, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 14th March, 1910.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, P.O., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing Date

America 4,363 J. Boyd 7th April 1910

Buenos 4,451 F. W. Davies 11th June 1910

Kumera 6,131 J. Mathie 5th July 1910

These steamers are specially fitted for the carriage of Atlantic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 4th March, 1910.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK: S.S. "SIKH" On 29th March.

FOR NEW YORK AND BOSTON: S.S. "DACE CASTLE" On 12th April.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 11th March, 1910.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"INVERIC" will be despatched for the above Port on TUESDAY, the 26th April.

For Freight, apply to

ARNHOLD, KARBURG & CO., General Agents.

Hongkong, 14th March, 1910.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY). (ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route, thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

For further particulars apply to

F. A. LAPICQUE & CO., Agents at Hongkong, No. 4 Queen's Building, Telephone 970.

Hongkong, 28th January, 1910.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading joined for Batavia, Penang, Ceylon, Continental America, C.W. and SOUTH AFRICAN PORTS.)

H.K. Steamship

"DEVANHA"

Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 2nd April, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Hongkong*, 9,505 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Manila*, due in London on 13th May, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

R. A. HEWITT, Superintendant.

Hongkong, 15th March, 1910.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"MONMOUTHSHIRE" will be despatched as above on SATURDAY, 2nd April, at 5 P.M.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LD., Agents.

Hongkong, 29th March, 1910.

Estimations

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.50 per Cask ex Factory.

In Bags of 50 lbs. net \$3.45 per Bag ex Factory.

SHEWAN TOMES & CO., General Managers.

Hongkong, 15th August, 1908.

THE DRAGON

CYCLE DEPOT

WILL REMOVE FROM

Nos. 33 & 35

Alkire, W. C. & Mrs. Alexander, M. Amador, C. Bayer, Col. Bayer, L. & Mrs. Bayer, L. & Mrs. Bayer, L. & Mrs. Bell, Capt. and Mrs. Bowler, Mrs. Bryson, Mr. and Mrs. Burns, Mr. and Mrs. Burns, Pye, Mr. & Mrs. Campbell, Miss C. Ochman, Mrs. Dawson, Mr. Dodgson, Lt. and Mrs. Douglas, Dr. Eunby, Rev. and Mrs. Fayrer, Sir Joseph and Lady Finch, Capt. and Mrs. Hancock, Mr. & Mrs. H. Harris, Mr. Harvey, Mrs. Hawland, F. A. Hill, P. Highton, Eng. Comdr. Hind, W. B. Hitchcock, Mr. & Mrs. Hockaday, W. T. Hodgins, Mrs. Hughes, Rev. Jack, Miss	Jeffries, H. N. John, Col. S. S. Kobackind, Mr. & Mrs. Koch, Mr. G. C. Lackey, Mr. and Mrs. Lakis, Mr. Lauder, Lt. Col. Lawder, Mr. & Mrs. C. Lester, Mr. Loftis, A. C. Llewellyn, Mr. Lyndon, Capt. Marlin, R. May, E. A. G. McIntosh, Capt. and Mrs. Nelson, Mr. Proby, R. A. M. C. Major Rena, Consul de Sinclet, A. Smith, A. F. Findlay Stapcops, Lt. Col. Sutherland, Mr. Thornhill, Rev. Thordson, Mr. Topp, Mr. Totton, Mr. Warming, Capt. Wharton, W. White, Mr. and Mrs. Wilson, S. Wingley, Lt. Col. & Mrs. Young, Mr.
CRANESBUR.	
Caldwell, Mr. and Mrs. C. A. Drougnt, M. W. and Mrs. A. E. Hancock, Lieut. & Mrs. Jackman, H. T. Jones, Dr. and Mrs. Eva Kydd, Mr. & Mrs. T. W.	Marvey, E. F. de Kales, F. H. Koch, Mr. Rees, L. C. Smith, Crowther Smith, M. and Mr. Grant Smith, E. Grant Smith, Miss D. Wilbun, G. L.
ASTOR HOUSE.	
Abraham, E. S. Almason, Mr. Balliet, Mr. Bevis, J. Bercksham, H. Broc, A. de Brown, J. Cruz, M. G. de Cunlac, Mr. Davis, A. Dreyfuss, A. Eyre, H. Farnandez, J. A. Flood, F. G. Foster, G. D. Gomes, A. J. M. de Griffin, C. H. Hamilton, J. C. Herron, L. C.	Holt, H. O. Joseph, I. Kahn, A. Karl, Mr. and Mrs. F. Linger, Mrs. L. Loria, F. MacGrath, Mr. & Mrs. MacKale, T. Mosselman, D. Pezier, Mr. Perovano, Aug. Pike, L. F. Ruhling, M. Rutterband, Mr. and Talbot, Dr. and Mrs. Mrs. J. S. Voshkessosky, A. Wallace C.
INA STATION.	
CAPTAIN.	LATER REPORTED AS
A. A. Lowndes D. Kiddie B. G. Whittington Maudie, E. H. Deasvay H. L. F. Hoard Vest C. T. Borrell Mauder Lloyd-Thomas in Nicholas Mauder H. J. Gay, V.C. Mauder E. S. Moscor	Hongkong Hongkong Hongkong Hongkong Hongkong Shanghai Hongkong Shanghai Hongkong Shanghai Hongkong Hongkong Hongkong

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. Kadoorie & Co. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT &c.	LAST DIVIDEND.	APPROXIMATE PERCENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$2,007,819	£2.5/- for half year ending 31.12.09 @ ex 1/91 = \$15.11	4 %	\$900 sellers London £89.
National Bank of China, Limited	90,025	£7	£6	\$1,400,000 \$1,400,000 \$1,400,000	\$50,552	\$2 (London 3/6) for 1903	...	\$76 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$1,500,000 \$1,500,000	none	\$10 for 1908	7 %	\$170 buyers
North China Insurance Company, Limited	10,000	£5	£5	Tls. 22,000 Tls. 22,000 Tls. 22,000	Tls. 207,573	Final of 7/6 making 15/- for 1908	...	Tls. 115 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,500,000 \$1,500,000 \$1,500,000	\$8,464,921	Final of 5/7 making 54/- for 1907 and interim of 530 for 1903	52 %	\$910 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000	\$7,787	\$12 and bonus 53 for 1907	7 %	\$230 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$1,000,000 \$1,000,000 \$1,000,000	\$375,341	\$6 and bonus 52 for 1907	7 %	\$109 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$58,711	\$27 for 1907	8 %	\$337 buyers
SHIPPING.								
China and Malacca Steamship Company, Limited	30,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$7,035	\$1 for 1908	...	\$7
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	Nil	\$1 for year ending 30.6.1908	...	\$32 sellers
Hongkong, Canton & Amoy Steamship Co., Ltd.	80,000	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	\$20,666	Final of 5/4 for account 1910	8 %	\$304 sellers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,000,000 \$1,000,000 \$1,000,000	\$13,755	6/- for 1907 on Preference shares only @ ex 1/5 11/10 = \$3. 154	...	\$68 buyers
Do. Do. (Deferred)	60,000	£5	£5	\$1,000,000 \$1,000,000 \$1,000,000	\$13,755	3rd in. of 2/- per sh. (coup. No. 12) making in all 4/- 10/- 10/- and interim of 1/- for ac. '09	5 %	91/- buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	\$61,817	\$1.00 for year ending 10.4.1909	4 %	\$26 s.
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000 \$1,000,000	\$3,121	\$0.50 for year ending 10.4.1909	3 1/2 %	\$144 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$5,258	\$5 for year ending 31.12.08	3 1/2 %	\$164 ex div. b.
Luzon Sugar Refining Company, Limited	7,000	\$1	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$13,801	\$2 for 1907	...	\$29 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 6.02	Tls. 10 for year ending 31.6.09	...	Tls. 850 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	Pa. 1	\$1,000,000 \$1,000,000 \$1,000,000	none	Final of 1/6 making 5/- for 1909	7 %	Tls. 181
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	\$1,000,000 \$1,000,000 \$1,000,000	none	Final year	...	Pa. 10 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	Dr. £2,191	No. 12 of 1/- = 48 cents	...	\$64 sales
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	Dr. 7,421	\$1.75 for year ending 31.12.08	...	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$10,101	None	...	\$50 ex div.
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$12,715	Interim of 1/4 for account 1909	...	\$58 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 60	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 6.26	Interim of Tls. 21 for 1909	6 1/2 %	Tls. 81
Shanghai and Hongkong Wharf Company, Limited	36,000	Tls. 100	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7 %	Tls. 120 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 1	Tls. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 4,134	Tls. 6 for year ending 29.12.09	5 1/2 %	Tls. 102 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000,000 \$1,000,000 \$1,000,000	\$24,641	\$1.20 on old and 60 cents on first new issue	...	\$107 ex div. a.
Hongkong Hotel Company, Limited	12,000	\$5	\$5	\$1,000,000 \$1,000,000 \$1,000,000	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	6 1/2 %	\$83 ex div. a.
Hongkong Land Investment and Agency Co., Ltd.	8,000	\$1	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$27,911	Interim of 3/- for account 1909	6 1/2 %	\$101 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$5,472	45 cents for 1909	6 %	\$84 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	\$1,000,000 \$1,000,000 \$1,000,000	\$2,9	\$21 for 19.9	5 %	\$28 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 14,404	Interim of Tls. 3 for account 1909	6 1/2 %	Tls. 105 s.
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$1,958	Final of 11.8 for account 1909	8 1/2 %	\$42 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	\$1,000,000 \$1,000,000 \$1,000,000	\$10,991	Tls. 11 for year ending 31.12.09	8 1/2 %	Tls. 129 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	\$1,000,000 \$1,000,000 \$1,000,000	\$6,553	50 cents for year ending 31.7.08	...	\$64
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 6,372	Tls. 71 for year ending 30.9.05	...	Tls. 66 sellers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 11,829	Tls. 6 for 1909	...	Tls. 77 sellers
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 15,022	Tls. 5 for 1908	...	Tls. 360
MISCELLANEOUS.								
Hell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000,000 \$1,000,000 \$1,000,000	\$648	15 % per share for 1908	...	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000 \$1,000,000 \$1,000,000	\$131	60 cents for 19.9	10 %	\$10 b. & c.
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$61,138	50 cents for year ended 31.12.08	...	\$6 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,407	80 cents for 19.9	8 1/2 %	\$82 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000 \$1,000,000 \$1,000,000	\$1,892	\$1.10 for year ending 31.7.09	8 1/2 %	\$18 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$3,750	Interim of 3/- cents for account 1909	10 %	\$6 ex d. s. & b.
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$670	8. cents for year ending 31.12.08	8 %	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$5,195	\$1 and bonus 20 cts. for year ending 29.12.09	6 %	\$201 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000 \$1,000,000 \$1,000,000	\$7616	Final of \$8 for 1909	10 %	\$165 ex div. s.
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$8,790	Final of \$1 making in all \$2 for 1909	8 1/2 %	\$214 sellers
Mauchampy (or) Mijir, Bosch en Landbouwen plaatse in Loosdrecht, Limited	25,000	Gs. 100	Gs. 100	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 316,682	4th interim of Tls. 124 for 1909	6 %	Tls. 1,500 s.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$1,204	80 cents on fully paid shares and 8 cents on 5/- paid shares for year ending 30.4.09	6 %	\$144 buyers
Philippine Company, Limited	75,000	\$10	\$20	\$1,000,000 \$1,000,000 \$1,000,000	Pa. 28,640	None	...	\$12.30 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,000,000 \$1,000,000 \$1,000,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	4 1/2 %	Tls. 350 buyers
South China Morning Post, Limited	6,000	\$5	\$5	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$31,096	None	...	\$25 buyers
Steam Laundry Company, Limited	20,000	\$25	\$5	\$1,000,000 \$1,000,000 \$1,000,000	\$63	40 cents for year ending 31.12.09	8 %	\$5 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$172	60 cents for year ending 31.12.08	5 %	\$9 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000 \$1,000,000	\$342	60 cents per ord. share for year ending 31.5.09	6 1/2 %	\$221 sellers
Watson (A.S.) & Co., Limited	92,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000	\$2,613	Final of 30 cents for 1908	6 1/2 %	\$7 sellers
William Powell, Limited	15,000	\$7	\$7	\$1,000,000 \$1,000,000 \$1,000,000	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1905	...	\$3

Intimations

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS

ESTABLISHED IN 1882. CAPITAL 25,000,000



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

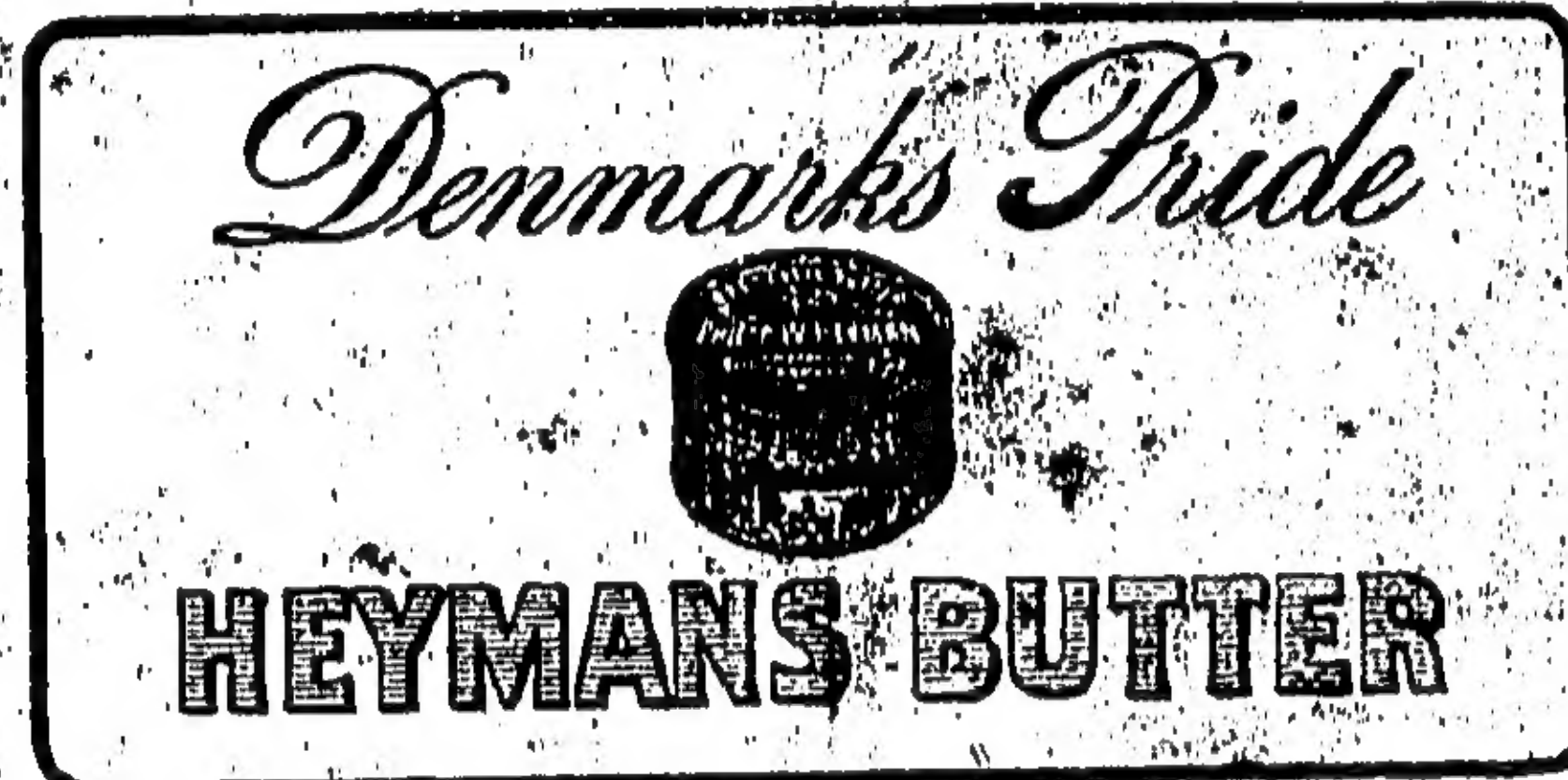
SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.

AGENTS



SIEMSEN & CO., Sole Agents.

49

THE EASTERN CYCLE CO.

Have just unpacked a Large Consignment of
ENGLISH BICYCLES AND ACCESSORIES
of the best makers.NEW BICYCLES
FOR HIRE AND SALEREPAIRING All Kinds of TYPEWRITERS.
SEWING MACHINES, GRAMOPHONES, PHONOGRAPHS,
and All Sorts of MACHINERY
AT THE SHORTEST NOTICE.

PRICES MODERATE.

THE EASTERN CYCLE CO.

16, D'AGUILAR STREET, 3, ARSENAL STREET, HONGKONG,
9, CANTON ROAD, KOWLOON.

Hongkong, 2nd March, 1910.

122

OSMAN &
CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a specialty.

TABLE LINENS, SERVIETTES and

HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully

executed

Hongkong, 6th September, 1909.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUILAR STREET,

HONGKONG.

Hongkong, 1st September, 1907.

YEE SING,

NO. 4, D'AGUILAR STREET.

MANUFACTURE WHOLESALE AND

RETAIL DEALERS

in all kinds of hand-made

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